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November
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1949

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SKI MAGAZINE

Hanover, N. H.

Combining SKI ILLUSTRATED, established 1935, SKI NEWS, established 1938, WESTERN SKIING, established 1945, and SKI SHEET, established 1946.

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Ryan Develops Tremblant Skiland

Nearly a quarter of a million dollars has been spent during the summer and fall months to improve the skiing at Mont Tremblant, high peak in the Laurentian mountains of Quebec.

Spurred by the best season in its 12 year history, when many other eastern resort owners were looking out on grass-covered hillsides, Joe Ryan started early in the summer to put the finishing touches to his three million dollar skiland north of Montreal.

Following the purchase of 750 acres of land adjacent to his former holdings, Ryan has cut and built a new four-mile highway into the area which will greatly facilitate motor travel. For the benefit of those familiar with the area, one will now continue straight through St. Jovite instead of turning off the main highway there. A new entrance about a mile beyond the village of St. Jovite leads directly over the new highway to the area.

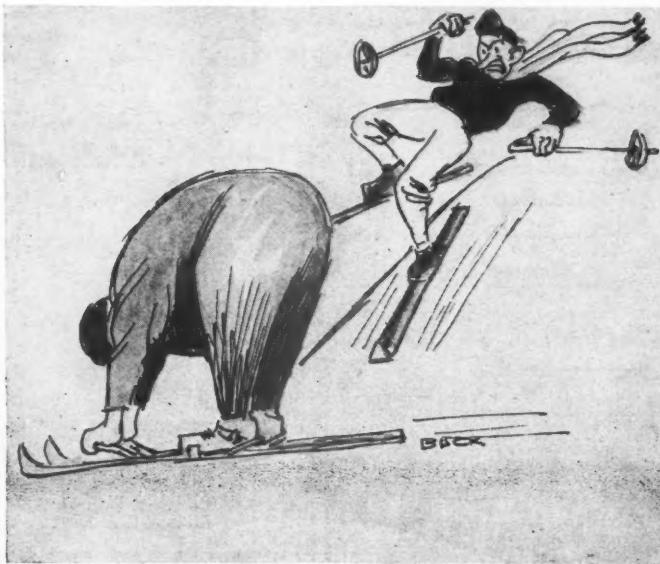
In line with predictions that the new area on the north side of the mountain, with its mile-long chair lift and 150 to 200-foot wide slope-like trails, would increase in popularity and assure skiers of good snow conditions, Ryan has had a crew of 40 men working all fall on these runs.

The result is that the Lowell Thomas trail has been widened and graded to a point where only a few

inches of snow will afford excellent skiing. The Sissy Schuss, probably the most popular trail in the area, and one which might well serve as a model for anyone considering the construction of new trails, has also been brought down to golfcourse-like smoothness. The many other runs including the Devil's River, the Ryan, Kandahar, the Nansen, Flying Mile and Taschereau have all been improved to make for better skiing, with a corner widened or a rock or dangerous tree removed.

The two chair lifts, T-bar and rope tows are ready to roll, and if Tremblant is favored with as much snow as last winter, when good skiing was to be had from the first of December until April 18, Ryanland should soon be echoing with the sounds of jubilant skiers.

The Devil's River area has been expanded, and Frankie and Johnny O'Rear, well-known Tremblant and Vermont skiers and ski photographers, who last year managed the Chateau Beauvallon, will be at the Devil's River Lodge this winter. Beauvallon, now owned by Mr. and Mrs. Harry Stokes of Philadelphia has been enlarged by the addition of several new cottages and several other prominent Americans and Canadians are planning to build their own cottages in the Tremblant area.



Winter I. Q.

By FORREST B. BRADLEY

Check true or false and see below for answers.

1. Don't grease ski boots. T..... F.....
2. Always wear a windproof jacket or parka to keep warm. T..... F.....
3. If you start to perspire, open your clothes at the neck, belt and wrists. T..... F.....
4. Windproof shells and woollen inserts are best for cold weather. T..... F.....
5. Don't warm frostbite quickly. T..... F.....
6. Snow helps frostbite. T..... F.....
7. Ski boots should be dried quickly to do the best job. T..... F.....
8. If your hands are not covered, you should use great care in handling metal in cold weather. T..... F.....
9. If you are a good skier, it's okay to take a little-used trail by yourself. T..... F.....

Answers

1. *True.* Grease freezes and is dangerously cold. Use shoe polish or very little dubbin on your ski boots.
2. *False.* If there is no wind, your sweater may suffice. It allows better evaporation of moisture, that may develop from exercise.
3. *True.* Ventilate your clothing and let yourself dry off before your clothes become damp.
4. *True.* Replace inserts when they become damp. Use only shells if it warms up. The inserts alone will pick up and hold snow.
5. *True.* Never enter a really warm room or expose the frostbite to a fire or other heat. Learn how to treat correctly.
6. *False.* Never use Snow. Massage very gently, or cover with a warm hand.
7. *False.* Dry 'em slowly. Fill with paper, straw, or warm pebbles and put them in a warm, *not* hot place.
8. *True.* Very cold metal such as binding and poles has been known to tear skin off bare hands.
9. *False.* Even the best sometimes have accidents. Take a buddy along. A cold snowdrift is no place in which to lie and wait for some chance skier to bring you aid.

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LA PROVINCE DE
Québec

SKI MAGAZINE, NOVEMBER 15, 1949

LETTERS . . .

In Australia, the sport of skiing is passing through its early growing stages, and each successive year has seen a greater interest in this grand sport. In the State of Victoria . . . there are some 4,000 ski enthusiasts who belong to various clubs spread throughout the State.

To weld this body together we are endeavouring to produce a non-profit ski magazine which will be called *Ski Horizon*. In order that we might keep pace with overseas developments, especially American, we are subscribing to your excellent magazine *Ski*.

DENNIS F. PILE,
Editorial Committee
Melbourne, Australia

We are very grateful for your interest in SKI MAGAZINE, and wish you clear horizons for Ski Horizon. — ED.

London Snow Substitute

Here is a plea from a Canadian student facing a snowless and skiing-less winter in England far from the Laurentians. At least, I console myself, I shall snag me a subscription to *SKI MAGAZINE* and keep up with the latest in the ski world.

Best wishes to the staff of *SKI MAGAZINE* for another successful season in print.

MARGARET MIDDLETON
London, England

*Hope *SKI MAGAZINE* helps fill the gap in your winter. Why not set up a cross-country course in Hyde Park, or set up some slalom poles on Ludgate Hill? — ED.*

Chance Introduction

I am enclosing in this letter \$3.00 for an overseas subscription to *SKI MAGAZINE* for one year.

I received a copy of your magazine by chance, and I'm looking forward very much to receiving it regularly! I'm an ardent skier, and I live in the country for it, but we have no magazine devoted exclusively to skiing over here, unfortunately.

DINAH M. MENKE
Montreux, Switzerland

Many thanks. We are delighted that chance introduced you to our magazine. — ED.

*** * *** *

At Last!

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SKI WITH THE FAVORITE
BOOT OF SWITZERLAND
THE WORLD-FAMED**



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BARNEY MCLEAN
"The Henke Boot has everything we skiers dream about — magnificent construction, beautiful fit, plus the ultimate in rugged support. This season, ski with Henke's... You'll feel what I mean!"

Barney McLean

CAPTAIN, U.S. OLYMPIC SKI TEAM

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Any Hill a Skiing Hill

WITH

SWEDEN

Speed

SKI TOW

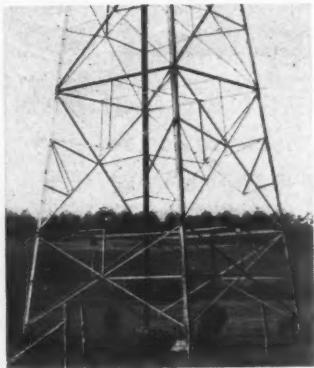
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LETTERS . . . (Continued)

No Picture

I have your message, but honestly don't have any pictures of myself that I can lay my hands on — except one compromising one. Photos for 12 years back are tucked in envelopes all over the house. Some day there should be an album and some sticking in. It may come this winter, but I hope to be too busy looking for snow again.

ALEC BRIGHT

Boston, Mass.

Alec Bright maintains his reputation of being the least photographed — or perhaps the most modest — skier in America. Ski Magazine has had to resort to a caricature to illustrate the story on Alec Bright elsewhere in this issue.

Racing Numbers

We would like to acquire a set of cloth starting numbers as used for races, but cannot find a source of supply.

We wonder whether you would be kind enough to tell us where such numbers could be obtained.

HERMAN K. KIRSCHNER
Beverly, Mass.

White Stag Manufacturing Company, Portland 9, Ore., supplies racing numerals to ski clubs and other organized ski groups. The numerals are numbered from 1 to 99, and when ordered in less than complete sets are furnished in sequence, but not necessarily beginning with the numeral one. Requests for special numbers cannot be filled. They are offered to ski groups at cost — 30 cents each. — ED.

No Trouble

I obtained a copy of your magazine this year and think it's "tops".

I would like to subscribe to it, but do not know the rates. Could you put me on the subscription list and forward the bill?

OLIVE MORTIMER
Lethbridge, Alberta, Canada

Thanks. Rates are: one year, \$2.00; two years, \$3.00; three years, \$4.50. Subscription blanks are not necessary; name and address is sufficient. Canadians are requested to remit funds in American currency. — ED.

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FOR DRY SNOW

FOR DOWNHILL SPEED

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JACKSON, N. H.

THORN MT.
JACKSON, N. H.

New Boot Tree Dexdahl Product

Working on the theory that an internal boot tree does not have the strength to straighten the heavy sole of a ski boot while it is drying, Dexdahl, Incorporated, of Cohasset, Mass., has designed an external press called Ski-Tree. The device clamps both ski boots on a single board, sole to sole, with an attached leather strap to facilitate carrying and storing. It is claimed that by sliding the plywood blocks Ski-Tree fits all sizes and types of ski boots.

Winter Sports, Inc., 11 South La Salle St., Chicago, is marketing Jansen Olympic Model Safety Ski Bindings.

Winter Sports says outstanding features are quick toe adjustment — slides forward and backward locating proper boot length and locks in position, range of six half sizes, any type of boot may be fitted, toe of boot is held flush to ski for more control, binding has only 12 screws and installation time said to be less than 15 minutes.

Two car beds are being marketed by the California Car Bed Company of Los Angeles: the Custom Cruising Seat, for late model automobiles, and the California Car Bed.

The Custom Cruising Seat is a replacement front seat, consisting of two adjustable, individual, side-by-side units. The seat is pushed way forward, the back is pushed back, and there's your bed. The working parts are concealed in tailored, recessed cushions, constructed of inner-springs and foam rubber.

The California Car Bed utilizes the present front seat base cushion in conjunction with a special front seat back cushion. The back cushion unit is designed so that it is transferrable from one car to another, making it a permanent investment. The manufacturers feel that these products may be a boon to ski vacationists.

Two car keys can be carried between a St. Christopher medallion and a gold disk. This product of Alfred H. Glasser of New York is about the size of a half-dollar and sells for \$3.50.



• Ride high up handsome Laurentian slopes! Mont Tremblant's two chair lifts, two rope tows and Alpine lift give you more than three miles' carefree transportation. No other resort in the East has such reliable skiing conditions, so many lifts and such extensive trails.

Famous professional Ski School has ten skilled instructors. Beginners learn quickly on the gentle-sloped "sissy Schuss."

The luxurious Lodge is a favorite rendezvous of America's foremost skiers. Mammoth fireplaces, colorful game rooms and bars. Dancing nightly. Excellent cuisine. Picturesque Cottages and Inn. Early reservations suggested.

(American dollar worth \$1.10)

**ALL-DAY SKI LIFT TICKETS \$4.50 unlimited rides on all 5 lifts, no waiting
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MONT TREMBLANT LODGE
Mont Tremblant **P.Q., Canada**

Always good skiing at Mont Tremblant

SKI-SCOPE . . .

West's Sierra Land Growing Ski Mecca

In Case You Haven't Heard, Sunshine States Also Have Fine Snow

Californians, as everyone knows, are inordinately fond of superlatives. The more surprising, then, that they have missed proclaiming that California, together with Nevada, has what is probably the best ski region in the United States.

This region straddles the Sierra Nevada between Sacramento and Reno, its rhomboidal outlines bounded on the north and south by transcontinental Highways 40 and 50. SKI MAGAZINE name for this area: *Sierra Ski Land*.

Snowland Visited

What does *Sierra Ski Land* have that other regions don't? It has good skiing areas in greater number, variety, density.

Its trails may not be as tough as the most difficult Eastern racing runs, but there are enough forest slaloms available to satisfy the most expert.

Its open slopes are no longer than those of the Rockies, but there are enough of them to provide ample room for thousands and more thousands of skiers.

Its snow may not be as deep as the tremendous snowfalls of the Pacific Northwest. Ten to 15 feet is enough.

And there is a lot of fine California sun and climate included in the package.

Jumping hills in *Sierra Ski Land* are not mammoth like the one at Iron Mountain, Mich. They will suffice to bring a kid along from 10 feet to 200 feet.

Ski Schools

The race courses for such Sierra events as the Snowshoe Thomson Memorial Race, the Silver Dollar Derby, the Donner Trail Memorial Race, and the Silver Belt have traditions behind them that reach back almost a century; the Giant Slalom Nationals and the Junior Nationals which have been held in this area point the way to the future.

With the exception of an aerial tramway, the *Sierra Ski Land* has every kind of lift and tow imaginable — ropes, J-bars, T-bars, single and double chair lifts.

The Sierra also offers ski schools of

all denominations, ranging from Kjell Rustad's Norwegian jumping instruction at Granlibakken to the latest in French technique as taught by Emile Allais at Squaw Valley.

There is ideal touring and ski mountaineering country, with an expanding network of trails and huts. There are enough public winter accommodations for 15,000 people, and that figure could easily be increased by opening or winterizing some of the many summer resorts.

Accommodations show the same variety as the rest of the area, ranging from inexpensive sleeping bag dormitories to exclusive Sugar Bowl Lodge and swank Reno hotels. There are also many private mountain homes as well as numerous ski club lodges equipped with everything from hand-painted murals to self-built Finnish "sauna" steam baths. For night life and after-ski amusements, choice extends all the way from songs around the fireplace and folk dancing to an amateur guitar or accordion to the glittering gambling halls and night clubs of Reno.

Many Visitors

Visitors come to *Sierra Ski Land* from all parts of the country. Majority approach from the west, from the San Francisco Bay area. Their first choice confronts them in the tree-shaded streets of Sacramento: whether to proceed on Highway 40

or 50, the Donner Trail or the Pony Express Route?

Highway 50 enters the Sierra via Placerville, Old Hangtown of last century's mining days. From here it follows one of the oldest regular ski routes in the United States. This is Snowshoe Thomson country where motorists now click off the miles in easy comfort. The legendary John "Snowshoe" Thomson used to glide through the dense forests some 90 years ago, packing the mail from Placerville to Genoa, Nevada.

Ski Areas

At Strawberry Ski Hut a Constan T-bar serves an open slope and longer runs. A few miles farther east, just before the highway passes by the Nebelhorn ski area and over Echo Summit, the traveller may notice a little telephone house by the side of the road. A call will quickly bring a "weasel" furnishing transportation to the lodge at Echo Lake, a beautiful spot as well as a convenient starting point for some of the most enjoyable high-alpine touring country in the entire Sierra on Mt. Ralston and in Desolation Valley.

Motoring down from Echo Summit along the all-year high-gear Highway 50, the skier passes several other ski areas as he reaches the south end of Lake Tahoe and proceeds along its east shore (the west shore road along much-pictured Emerald Bay is closed during winter because of slide danger). At Spooner Summit he hits the open slopes of the White Hills Ski Area, with its big Constan lift.

From White Hills the ski traveller has a choice of either continuing around the north end of Lake Tahoe to Tahoe City, Squaw Valley and the Highway 40 ski areas, or of heading over Spooner Summit toward Reno. Near Reno, if that be his choice, the road turns off into the mountains again, and a short drive takes him to Mt. Rose.

Mt. Rose has a comfortable, well-run lodge — the "Sky Tavern" — right at the foot of a Constan T-bar lift opening up slopes and runs which are interesting without being



tiring to even the inexperienced skier. There are slopes steep enough for the stiff slaloms of the Annual Silver Dollar Derby, but to the average skier the main attraction of Mt. Rose is "Ego Bowl." It is so named because of what it does towards inflating one's ego; somehow the conformation of this bowl is ideal for converting the duffer into a temporary expert. As one skier put it: "All you have to do here to make a turn is to shift your wad of chewing gum from one cheek to the other."

For those interested in longer and faster runs, Reno has another ski area in the making. Slide Mountain, overlooking both Reno and Lake Tahoe, has proved its competition caliber as the site of the fast and thrilling, yet unusually safe, Silver Dollar Derby.

The Donner Trail along Highway 40 is the artery through which the greatest volume of Sierra Ski Land traffic flows into and through the mountains. It is really a misnomer to refer to this lift- and slope-strewn region only as the Highway 40 area. While the great transcontinental highway with its cars and buses carries a majority of the ski visitors, it is paralleled by the rails and snowsheds of the Southern Pacific's busy mainline.

Donner Pass

The birth of modern mass skiing on Donner Pass is traced to the time when Hannes Schroll, the wild man from Austria who came here in 1935 to win championships and influence skiers, hit upon the Sugar Bowl as the ideal place to start a new ski resort.

Squaw Valley is the big news of *Sierra Ski Land* — is, in fact, the great new resort of the year.

It is the realization of the dreams of Pan American Airlines pilot Wayne Poulsen, former ski star and coach of the University of Nevada, now a full-fledged ski area impresario and realtor.

Wayne is not only assisting manager Alexander C. Cushing of the Squaw Valley Development Corporation in the planning of the public facilities, but is also subdividing parts of Squaw Valley for those lucky enough to be able to make their full or part-time home there.

Self-contained

Though only five miles from Tahoe City, 10 miles from Truckee, Squaw Valley is hidden, self-con-



SQUAW VALLEY
Playground for skiers

tained. Branching off from the main highway between Truckee and Lake Tahoe, its broad, well-graded access road crosses a low range of hills, then issues forth into a flat, mountain-encircled meadow. Dominating the valley is the mighty pyramid of Squaw Peak.

Main attractions of Squaw Valley, besides its God-given natural beauty and ideal choice of slopes, are three-fold: ski lift, ski school, and lodges.

The Squaw Valley double chair lift, on the basis of capacity and size of component parts, is claimed to be the world's largest. Stretching a distance of 8,200 feet, it climbs 2,000 feet from the foot of Squaw Peak to its upper reaches, letting off or taking on skiers at two intermediate stations. Its companionable double chairs carry 600 skiers per hour. An engineering feat, the building of this lift — which included installation of 12-foot bull-wheels and stringing of 22 tons of cable — was carried out by the Heron Engineering Company of Denver.

Allais School

The Squaw Valley Ski School will be the new home of the Allais technique — under the direction of the master himself. Assisting Emile in purveying the gospel of parallelism will be a group of selected instructors, including Dodie Post, captain of our last Women's Olympic Team and a member of this year's American FIS squad, and Tyler Micoleau, author of a new book on *Power Skiing* and the possessor of the most artistic tempera-

ment and haircut among American ski instructors.

The Squaw Valley Ski Lodge lies right between the lower terminal of the lift and the 1,000-car parking area.

The Lodge is complemented by the adjacent Alpine Village which will sleep 150 people in accommodations ranging from dormitories to private suites. Accommodations for another 1,500 visitors can be found in Truckee and at nearby Lake Tahoe resorts.

A couple of decades ago, Tahoe City used to bustle with activity during the winter. Its ski jump was the scene of great tournaments; its winter carnivals brought visitors from far and near. The rise of a new kind of skiing, based on downhill running rather than jumping, ended Tahoe City's preeminence; but now the opening of Squaw Valley, only ten minutes distant, is breathing new life into the town. Tahoe Tavern, a movie stars' haven in summer, will reopen this winter; other resorts will offer ample rooms and housekeeping facilities to groups and individuals.

Detailed information is best obtained from these sub-regional agencies:

Donner Trail Association Winter Sports Committee, Soda Springs, California; El Dorado County Chamber of Commerce, Placerville, Calif.; Highway 50 Association, Twin Bridges, Calif.; Lake Tahoe Chamber of Commerce, Kings Beach, Calif.; Reno Chamber of Commerce, Reno, Nev.; Squaw Valley Development Corporation, Tahoe City, Calif.



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AT TOP STORES

Europe Report

By BILL AND KRIS DUNAWAY

While mountain climbing in Austria last month we had a long visit with Tony Spise and Franz Gable at St. Anton. Tony, who is young and full of energy, spends his time working in his father's grocery — a job that is done with much visiting with friends and running around the town.

Bill and Kris Dunaway, Seattle, Washington, skiers, are spending some time in Europe. These are jottings and observations on some of the European ski spots they are visiting and on the ski notables of the Continent.

At the end of last spring Zeno Colo surprised the ski world by getting married. He announced the fact by sending out cards to all the racers. We ran into Oreiller at Val d'Isère just when he got his in the mail. From his facial expression we could tell that Colo was another who had gone the wrong way.

Talking about Oreiller — he brought back so many souvenirs and cowboy trinkets from his trip to the States that we now call him "Tex." He is very proud of his collection and wears his leviés and bright shirts quite often.

Last month all of Chamonix was waiting gravely for the news from the Couttet household. James was his quiet, courteous, pleasant self, but there was a strain behind his friendly smile. His wife presented him with another darling girl, the second.

The neatest trick of the summer was the one pulled by Panisset and Sanglard of the French team. Both of them spent the summer in the army as part of their regular military training. Somehow both managed to persuade the army that they needed to train for the coming season. Result — both got out of the army one month early to go up to the Jura and train with the cross-country runners. The rest of the team will start in December.



ON A SUNDAY . . .

Tragedy Travels On Hickory Boards

A rescue party sets out to save the life of a fellow skier. Treacherous Tuckerman's Ravine on Mount Washington in New Hampshire is the scene. Heroism becomes an everyday affair when a man's life is at stake. This is an account of the hardness and endurance of skiers in danger.

By PEPE CASANOVA

Sunday: Up at 6:30 A.M. Breakfast 7. On trail 8:30. David Abrahams started first. Bill Dutton could not find his glasses, so I left alone. Made wrong turn into brook. Shouldn't be total loss: took pictures. Back on trail; tried to take own picture by setting camera on rock. Man with strong German accent came along. Offered to take picture and suggested close-up. Believe he was Dr. Paul Schiller.

Never saw him at camp again.

Arrived at Appalachian Mountain Club hut (better known as Howard Johnson's) Tuckerman's Ravine ski shelter about 11 A.M. Rested. Changed boots. Up to Ravine about noon. Skied until 1 P.M.

Had lunch with Jack Dutton and joined Dave Abrahams at rock about middle of left wall under Chimney.

Dave brought my attention to three skiers on top of right head wall, man on extreme left (*later identified as Dr. Paul Schiller*) tried to turn, and fell. Slid about 75 feet on snow into rocks over which water was flowing from under snow, forming a fast-flowing brook and then waterfalls about 20 feet high. The base of the falls created a crevasse between snow and rocks.

We hoped for a moment that Schiller would be able to stop himself on the rocks, but a few seconds later we saw him catapulted into the air.

Again, a split second of hope that he would clear the crevasse and land on the Ravine.

His arms and legs were wide apart as he rode over the falls, but with a terrified scream he disappeared into the crevasse.

Word quickly spread and in less than five minutes the two skiers that were on the "lip" of the Ravine and other skiers, including the amazing



TUCKERMAN'S TRAGEDY
Skiers attempting to save accident victim

little Fellow Ernie Yanakakis, Carr, Duclas, Fritz Weissner were at the crevasse trying to locate Schiller. They heard moans but got no answer to their calls.

Word got to Paul Lange and Bill Putnam, chief of the White Mountain Ski Patrol, who always skis in cowboy outfit, including Stetson hat. From the crevasse they tried to reach him with rope with no results.

They then decided to tunnel through the snow about 20 feet below the crevasse to see if they could locate Schiller. In the meantime, nearly all the skiers got in line about 10 feet apart from each other forming a chain the 1000 feet of the head wall. When the rescuers called down for shovels word was passed down to the bottom of the Ravine and on to the shelter at the top of the Little Headwall. The shovels were relayed to the top of the Ravine, each skier climbing 10 feet as fast as he could and passing the shovels to the next skier.

We heard the call down for blankets and wondered whether they had found Schiller. Bill, Dave and I had witnessed all this from the left wall probably 120 yards as the crow flies from the crevasse.

I took a few pictures from there in color. I put a roll of black and white film in the camera and decided that, tired as I was from climbing and skiing, I would ski over to the right wall. The distance around the wall is probably 350 yards, but it seemed like a mile to me. I stopped several times, dug my skis and poles into the snow, carefully removed my pack, took the camera out, took a picture, put the camera in the pack and slung it back over my shoulder.

I describe this operation minutely because each time I did it my heart was in my mouth and my knees were literally shaking.

One slip and I would go head over heels down the Ravine.

(Continued on page 20)

"No Time For Racing"

It's A Wise Guy Who Knows His Own Age Is The Way Chuck Put It

"If you enter the downhill, so will I," said Chuck Miller half kidding. It was one of those hot stove league challenges that usually go up in smoke during a heated discussion. But not so this time. For some unexpected reason Chuck's fellow skiers thought it would be great fun for him to be in the downhill. Before he could gracefully withdraw his rash remark he found himself signed up for a race that promised the most thrills and spills of the afternoon.

Chuck Miller was in his middle thirties, old for a downhill ski racer. In truth he wasn't an expert skier, but before the war had participated in some sectional meets more in the spirit of competition than in expectation of winning any prizes. But even those pantywaist events had left their marks on him, seven stitches over his left eye, a broken ankle and badly banged up shoulder.

Hard Spills

Chuck vividly recalled these spills and with some measure of satisfaction, for they provided him an opportunity to review the faults in his skiing technique that had caused them. But his recollections of the past were disturbed by several incontrovertible and discouraging facts concerning the present. Now, he was five years older, had done little skiing since before Pearl Harbor, was getting a bit on the hippy side, and what had once been a slight bulge at the stomach had all the paunch marks of a future bay window. Everything considered, he had about as much right in this downhill competition as Elsa Maxwell.

But there was no withdrawal. Skiers assembled at the starting point atop a chill windswept hill. Under other circumstances Chuck might have described the view as magnificent. Chuck remained pretty much to himself wondering why he was waxing his skis when he knew in his heart he didn't want to go any faster than he had to.

"These kids," he thought, "it's all right for them to coax the last bit of speed out of the hill and hickory sticks. They had perfect muscular coordination . . . instantaneous reaction time necessary for the high speed of the downhill . . . ex-fighter

by LAWRENCE A. RUBIN

pilots, ski-troopers, college athletes, they ate speed. They'd take this hill wide open."

Chuck recalled that he had been doing between fifty and sixty miles per hour when he spilled slashing his forehead over his left eye and mangling his shoulder. He had taken a hill wide open then, but had never tried it since. He could hear the fellows talking about this race. A "wax race" they called it. That meant a straight downhill course requiring no turns. To Chuck it meant no chance to apply the brakes. In a word, wide open.

Chuck Miller wasn't a coward. He was not afraid even now. He knew he was going into this race and if he spilled, he spilled. If he got hurt, he got hurt. That's all there was to it and no use moping. He knew he couldn't place in the event, but if he did complete the course — well there'd be some satisfaction in it, some pride of accomplishment. He'd show these young punks he wasn't an old man.

Chuck thought about the spectators for a moment. They'd laugh if he fell,

and then feel sorry if they learned he got hurt. He knew. He had observed spectators reverting to their ancient Roman Coliseum instincts. Their number increased and they began to string out over the side of the hill. They were much grimmer than the contestants.

At Start

Far in the distance through the bare tree limbs and against the sour milk snow Chuck saw some red flags. These marked the end of the course. One of the flags began to wig-wag, a signal for the first runner to be started. He set himself at the starting line.

"Four, three, two, one, Go!" Down came the starter's flag as Number One lurched forward over the crest of the hill. Chuck watched him crouch close to the ground as he gathered momentum. Down, down, faster, faster, smaller, smaller, Number One was a ball of human flesh streaking over the snow like a shooting star.

Now he was past the steepest part of the hill. The worst was over, thought Chuck, and apparently Num-

(Continued on Page 26)



FRIEDL PFEIFER, MRS. COOPER AND ACTOR GARY
Pfeifer will instruct FIS Women's Team

BRIGHT BOY . . .

Our Alec Pushes Sport Of Skiing

Last year at Aspen, Colo., a lean guy with a weather-beaten face and an athletic build *broke his leg for the seventh time*. In itself, this was unusual, quite extraordinary, but when it was learned that the victim was *Alec Bright*, people were more interested but less surprised.

Alec Bright is a Boston stockbroker with a passion for speed. On land, on the sea, and in the air, modern design in the form of Alec makes the difference. Amateur auto racing at Framingham, Massachusetts, shooting rapids in a canoe, bobsledding, and flying are some of the speedier hobbies Alec has turned to at various points of his life.

Born Athlete

Combined with this high velocity locomotion is the quick thinking and coordination of the born athlete. Nobody could schuss quite so vertically as he does without having the sort of judgment that makes quick decisions and takes only calculated risks.

In 1930 Alec and John Martin of Boston went abroad, and became fascinated by the possibilities suggested by the skiing of Arnold Lunn and the downhillers at Murren, Switzerland. By the time he left, he

had several Swiss and English heads shaking about the crazy American, who seemed to have no idea of the dangers involved in skiing, and who had somehow cut enough corners to come in second in a race at St. Moritz.

Ever since, Alec has been one of the moving spirits in American skiing. With nine other Bostonians, and "with the aid of Hannes Schneider's book, competent legal advice, and a German dictionary," he founded the Ski Club Hochgebirge in Boston.

The club promptly held a race for the purpose of developing "the proper dash and abandon." It was the first invitation downhill team race in this country. That was 1930. In 1933 the "Hockies" also held the first national downhill, and inaugurated the Inferno, a race from Mount Washington down over the famous Tucker-man Headwall in New Hampshire. Alec is probably as largely responsible for the early development of American downhill racing as anyone.

Has No Fear

In 1935 he won the Eastern championship; in 1936 he was chosen for the U. S. Olympic team. As late as 1940, when he was over 40 years old, he hurtled down the Thunderbolt Trail on Mount Greylock, shattering



ALEC BRIGHT
Fabulous man of skiing

the course record, and winning the Massachusetts State Championship.

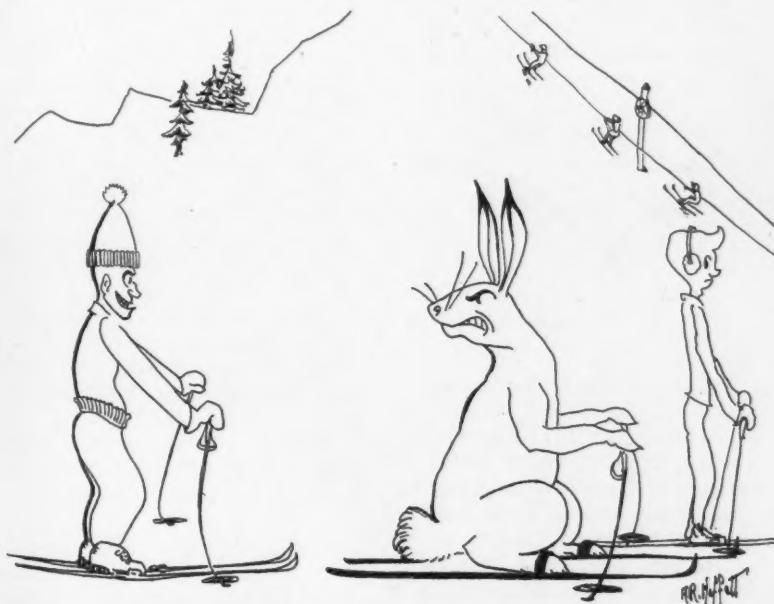
As with all colorful people, Alec has a great many stories told about himself. Many of them center around his speeding acquaintance with New England policemen. At a ski meeting in Worcester, Massachusetts, Alec, perhaps dimly recollecting a difficulty with the speed limit, addressed the presiding chairman as "Your Honor."

Nickel A Night

However, it is not only with the police that Alec is well known. His tight-lipped smile and tufts of unruly sandy hair are known to a large portion of New England. Not long ago, while flying in New Hampshire, he was forced to land his plane in what might have turned out to be a fine field of oats. As Alec prepared to placate the irate farmer who dashed up, he was greeted with a cordial "Hello, Alec!" instead of a pitchfork.

For the last year, Alec has been devoting much of his energy to the promotion of his "Nickel A Night" plan. By giving a nickel for every night at a ski resort, each skier would be contributing to the National Ski Association. Alec calls his "Nickel A Night" plan "a good-fairy octopus", and says he would like his octopus to become big and lusty and just one more skiing prodigy.

Some time this winter, if you see a little black dot coming absolutely straight down the mountain, and materializing into a boyish smile and sparkling blue eyes, you probably wouldn't be wrong if you said "Hello, Alec!"



"For the last time, Mac, I know the one about the talking horse!"

Doodles

Characters In Sketches

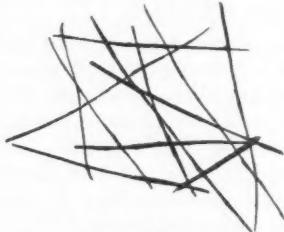
Ski Magazine, in a special effort to analyze the personalities of your favorite skiers, has fallen into the topical pattern of the times with a stab at the subconscious.

Herewith *doodles* by noted ski personalities, Dartmouth College ski coach, Walter Prager; John Jay, top-flight photographer of skiers in motion; Fritz Loosli, instructor at Chateau Frontenac in Quebec, and Sverre Engen, of the famous skiing Engen family, and manager of Rustler Lodge, Alta, Utah.

Prager maintains that he really isn't a doodler, that he hardly ever draws circles and triangles with a pencil when he is thinking of something else. But he did consent to execute the doodle reproduced.

Seer's Idea

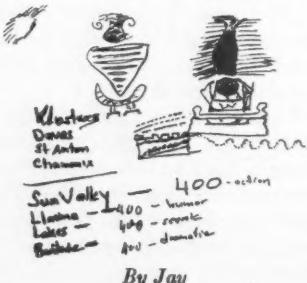
Our analyst, quickly blowing the beer suds from off his misty glass, comes up with his seer's idea of the Prager personality:



By Prager

Prager is a modest guy, with lots of fortitude and patience. He doesn't like open admiration and prefers people who accept him as he is. He doesn't like talkative people, especially females. He would not tell anyone this because he wouldn't want to hurt their feelings.

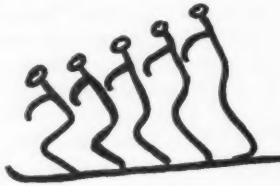
John Jay's squiggly doodle, part of which was made on a corner of the



SVERRE ENGEN
Portrays skiers

front page of the Boston Transcript, shows a man in a hurry and no one needs a misty glass to know that's true. Doodle shows he expects other people to keep up to him and is impatient with indecision. Thinks quickly and is amazed when his thoughts have jumped ahead of those of other people and he has to stop to explain. Likes people.

Fritz Loosli's doodle shows a fellow who wants what he wants when he



By Loosli

wants it. He is artistic and is a kindly guy, sometimes pretends he's cynical.

The seer hands over analysis of Engen's doodle to his pretty wife, Lois. Lois, who captured the red hot Engen scribble and sent it to us,



By Engen

writes:

"I have honestly been trying to find out if Sverre did 'doodle' and what. I was sure that in the 12 years we have been married I had never seen any evidence of it, but I kept my eyes on his actions these last two weeks, and he really doesn't."

"He sometimes picks up a pencil and draws and it is always the same thing, a steep jumping hill with three jumpers in flight, representing Alf,

Sverre and Corey. He always labels the one with crossed skis, Alf, the one landing on his head, Corey, and the one not having any trouble at all, himself."

The seer says this doodle of Engen's shows a wish not to land on his head. Also, that he is friendly, doesn't like arguments, that he's easy going but definite in his decisions.

Lois adds, "Corey took up skiing just because the other two boys did, and it is true that he landed on his head more than once in the beginning — but he went on to the Olympics!"

Our analyst would like to see a doodle by a well-known skier from your area. Our analyst is a whiz at whipping up these personality sketches from someone's doodle-drawing.

Ski Air Trips

All-expense tours to the nation's leading ski slopes will be a feature of United Air Lines' winter travel plans, according to Harold Crary, vice president — traffic and sales.

Crary points out that, with the tours, lovers of all winter sports — whether skiing, tobogganing, snowshoeing, ice skating, sleigh-riding or what-have-you — can enjoy their winter week-end, week, or month in the mountains and have all travel and accommodation details worked out for them. Here are some of the well-known areas reached by United Mainliners:

Aspen, reached through the airline's stops at Denver or Grand Junction, Colorado; Sun Valley, through Twin Falls, Idaho; Alta, Utah, through Salt Lake City; Timberline Lodge on Mount Hood, through Portland; Lake Tahoe area, through Reno; Yosemite National Park, through Merced, California; and all the new England slopes, through Boston or Hartford.

Time in transit to the nation's best ski areas has been cut to a minimum thanks to five-mile-a-minute air schedules. For example, you can leave from the east coast on a Friday afternoon, enjoy two full days of week-end skiing in the west and be back at work Monday morning. Skis, poles and other gear are accepted as baggage.

Details on "ski package weekends" are available at all United traffic offices or at travel agencies.

Scenic view on opposite page shows an evening sun casting shadows over the high open slopes of the Alps
(Photo by C. Hugel of France)

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OVERSEAS PICTURE . . .

"What Rope Tows?" Ask Norwegians

By TOR TORLAND

Let's compare a big Norwegian ski resort with its counterpart in America.

Let's choose Golaa, a high mountain resort in the Gudbrandsdal, 2,800 feet above sea level. Golaa is a luxury hotel. There are bars, a large ballroom, comfortable rooms, excellent menus. Prices are about \$11.00 a day for two people, American plan.

We clump up to the recreation desk for a word with the tan young man behind it.

"I'd like to buy a couple of day tickets on the ski lift," you say, smiling.

"Ski lift?" The young man's eyebrows arch perceptibly. Possibly he doesn't understand. "Ski lift," you say, pulling out the Grand Diapason stop in your voice, and make sign-language symbols of a chair lift.

What Ski Lift?

"Ah," says the young man sadly, "that is what all you Americans talk about. Always the ski lift . . ." He shook his head gently.

"All right, I guess the old rope-tow will have to do," you say in a resigned voice.

Again the young man regards you with faint distaste. "Rope tow? What is this?"

Again you make with the sign-language.

The young man rests his elbows on the counter and leans over toward you in a confidential manner. "Look here," he says, "in Norway we don't go in for that kind of thing. We like skiing as a *sport* — getting out in the snow-covered hills with your comrades and taking a little tour. Even if you only start with a short trip, say 10 or 15 kilometers, you'll soon learn to love it. Ski lifts, as you call them, are constructed in the Alps mainly so that old people can hunt for edelweiss without too much climbing."

Better To Walk

Now you know. There are only three lifts in the length and breadth of Norway — all rope tows. Whenever you discuss lifts you are treated to a compassionate smile, and a brisk dissertation on the health-is-wealth



NORWEGIANS SKI TOURING
They don't expect chair lifts

program. From the American point of view this is a serious drawback to skiing in Norway, but as far as Norwegians are concerned, the ski tow is decadence itself. After these revelations I was mildly surprised to discover elevators even in Oslo's 15-story buildings.

For each competitive racer in

Norway, and there are thousands, there are hundreds of thousands of pleasure skiers.

On an average Sunday over 100,000 of the citizens of Oslo are on boards, according to the Norwegian Ski Association, and that means that one quarter of the capital city is a-ski.

(Continued on Page 27)

New Jay Film Goes On Tour

If an award were made to the individuals bringing about the greatest number of laughs to skiers, there is no doubt that John and Lois Jay would be top perennial favorites.

Their films, which have delighted millions of skiers and non-skiers alike from St. Moritz to Tokyo and from Chile to Canada, have almost become an institution to a point where many ski clubs schedule their season's programs with the thought, "What films shall we show in addition to the Jays?"

Their new production titled, "Alps to the Andes," finds the ever-present Jay cameras focused on Emile Allais, the great French champion, as he swings down Andean powder at Portillo, Chile. It then gives the North American an opportunity to visit the other Chilean resorts at Llaima and Farellones as well as Barriloco in Argentina.

The camera then jumps to a thrilling ride down the famed Parsenn Run at Davos in the Swiss Alps with Walter Haensli, U. S. Women's Olympic coach, heading a notable cast of crack skiers.

The 1948 Kandahar race at Chamonix in France is included and many of the ranking skiers of the world, including Henri Oreiller, James Couttet, Edi Mall, Steve Knowlton and U. S. women's champ, Andy Mead, demonstrate their racing form.

The finale is a breath-taking sequence depicting a mass maneuver by the Ski School of France down Mont Blanc; it will be long remembered by the legion of Jay enthusiasts.

The Jays are starting out on a tour across the country this month which will bring them back to their home in Williamstown, Mass. for just about long enough to pick up their laundry before leaving by plane for Sestrieres in the Italian Alps for a holiday. They might even take a few cameras with them.

The schedule of Jay showings is as follows:

Nov.

- 14 — Oak Park, Chicago.
- 15 — Northwestern University, Chicago.
- 16 — Shore Acres Country Club, Lake Forest, Ill.
- 17 — Boystowns, Omaha, Neb. (afternoon) and Joslyn Memo-

rial Auditorium, Omaha (evening).

- 18 — Municipal auditorium, Denver.
- 19 — University of Colorado, Boulder.
- 21 — University of Utah, Salt Lake City.
- 28 — University of Oregon auditorium, Eugene.
- 29 — Meany Hall, University of Washington, Seattle.
- 30 — Tacoma, Washington.

Dec.

- 1 — Veterans' Memorial auditorium, San Francisco.
- 2 & 3 — Wilshire Ebell theatre, Los Angeles.
- 4 — Montecito Country Club, Santa Barbara, Cal.
- 5 — Casino Club, Chicago.
- 6 — Onwentsia Country Club, Chicago.
- 7 — Kleinhan's Music Hall, Buffalo.
- 9 — Cornell University, Ithaca.
- 12 — Albany, N. Y.
- 13 & 14 — New York City, Yorkville Casino, 92nd St. and Lexington Ave.
- 15 — Symphony Hall, Boston.
- 16 — School of Design, Providence, R. I.
- 17 — Plainfield, N. J.
- 19 — Bridgeport, Conn.

SKI LIFTS HAVE MANY USES



That ski lifts are good summer tourist business has been discovered by many a lift owner. As time goes by, though, other and wholly unexpected uses are found.

The chair lift mounting the steep slopes of Mount Waterman, 45 miles from Los Angeles, came in handy during the forest fire season when it carried fire fighters and their equipment up the mountain and helped them to quickly control a fire that otherwise might have caused major damage.

While the Mount Waterman lift helped in saving plant life, the chair lift at Ogden's Snow Basin was put to just the opposite use. Here, ingenious skiers suspended two 50-gallon tanks fitted with 1,000 foot hoses from the lift; the tanks were filled with 2-4-D weedkiller, and as they moved up and down the lift line it became an easy task to spray a large area of trails and open slopes in order to reduce weeds, willows and undesirable growths of underbrush.



JOHN, JONATHAN AND LOIS JAY
Skiing photographer in triple exposure

SCHOLASTIC . . .

Are College Skiers Going West?

Intercollegiate skiing in Colorado is finally coming into its own. Slowly, the boys who ski while they study are heading westward, and are registering at colleges like Denver University, Western State, Colorado University, and Colorado A. and M. They find the snow there is deeper and fluffier, and the season almost twice as long. They find that the deans and trustees at these Colorado colleges are beginning to realize that skiing is a major sport in the Rocky Mountain Empire.

New Ski Coach

The University of Denver is a case in point. Last year it hired a newcomer to the United States, Willy Schaeffler, as ski coach. Willy, who used to head the ski school in Garmisch-Partenkirchen, who coached the U.S.F.E.T. team for the American Army, and who led teams from the University of Munich to victory in European intercollegiate skiing, started work immediately.

He looked over his material and found it good. There was Keith Wegemann from Steamboat Springs, already one of the best young skiers and jumpers in the country. There was Don Elish from Aspen, a sure bet in any downhill or slalom event. And there were John Bucknell and Lloyd Yorker from Denver, and Claude Luekens from Steamboat Springs—all steady, dependable skiers with fine competitive records.

But they needed cross-country training and jumping instruction, more team spirit, and general polish. So his pre-season work was mostly cross-country, and his training on St. Mary's Glacier (where there's snow all the year 'round) smoothed out the other rough edges. And finally, because he invited the whole university to try out, he found three new members, Bill Nolan from Bennington, Vermont, Bill Gear from Steamboat Springs, and Dick Tallman from Denver.

Maybe it was the new members, and maybe it was Willy's force and energy. But somehow team spirit developed, and the boys entered the meets last winter determined to win, or to place high. And they did. In fact, they won their conference champion-

ship at Salt Lake City, in which they competed with nine other universities.

But winning or placing high wasn't Willy's sole aim.

He wanted to make all-around skiers out of every one of his team members.

He wanted them to be four-way men, and it was in this that he had his greatest success, for before the season was over, each man could enter any one of the four events with confidence in his own ability.

That's the story of the Denver University team to date. This winter should be even better, if they continue to progress as they have been doing. Keith Wegemann has been elected to the FIS jumping team, and will not be with Denver team for all meets. But even without him, the boys will be a credit to their school.

Coach Schaeffler, when asked what he considers is most needed in college skiing in the United States, answered:

"First, the 10 best college teams in the U.S. should compete in a National Intercollegiate Four-Way Championship. This championship should be sponsored by a university, and should be held in the middle of the winter, and not during Christmas vacation, as were the intercollegiate meets of the last two years, with none of the competitors in condition.

"Second, the United States should

send a team of college skiers to compete in the Student World Championships in Europe each year. Boys like Keith Wegemann of Denver University, and Crosby Perry-Smith of Western State (both selected for FIS jumping) should have the opportunity to become student world champions. And there would be many young American skiers who could win these titles if they were given the chance.

"Finally, all colleges and universities which have accessible skiing terrain and which have ski teams should include skiing in their list of major sports. Officials should be shown the beauty and the lasting satisfaction available to their whole student body, so that more and more members can be added to the enthusiasts of the greatest sport in the world."

Eastern Ski Folder

A folder called *Let's Go Skiing* is available free of charge from *The New York Times*. Compiled by Frank Elkins, it includes a map of the eastern snow belt and a list of eastern resorts with essential data. There is also a glossary of ski terms, and hints about equipment. Folder is obtained by writing the Promotion Department of *The New York Times* or Frank Elkins.



"That poor lumberjack we saw back there must have been lost."

Ski People



Brownie Glover and son Robbie go skiing together in this picture, Robbie riding comfortably on his mother's back. On schuss it is papuss.

The engagement of Olympic skiers Paula Kann and Paul Valär has been announced by Dr. and Mrs. Kann at their home in North Conway, N. H.

Suzy Harris, 1948 National Champion and 1950 FIS squad member, marries *Bill Ryting* of Salt Lake November 22 in Salt Lake.

Joan Trumbull and *Maud Banks*, of the Aspen Country Store, were married this summer; Joan to *Philip Wright, Jr.*, of Grosse Point, Mich., and Maud to *Benjamin Duke, Jr.*, of Denver.



For low cost transportation to ski areas near Los Angeles, ski instructor Bill Southworth uses a British Paratrooper motorcycle. Collapsible and weighing only 60 pounds, it has a top speed of 40 miles per hour and will go 100 miles on one gallon of gas.

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Accident Policy

Roger Langley, Executive Secretary, National Ski Association, announces that the Continental Casualty Company has contracted to issue a Group Accident Policy for members of the clubs which are members of the National Ski Association for this coming season.

Full details regarding coverage, cost and method of handling will be mailed to all member club secretaries for distribution to their individual members.

The Continental Casualty Company is one of America's largest accident companies with countrywide claim service throughout the United States and all provinces of Canada.

Ski Accident Insurance is available to members of clubs, members of a divisional association which automatically makes them members of the National Ski Association.

Associated Press dispatch reports 400 Japanese youths, mostly Boy Scouts, scaled 10,000 foot Mt. Norikura on one day. Of the climbers, 10 were blind students.

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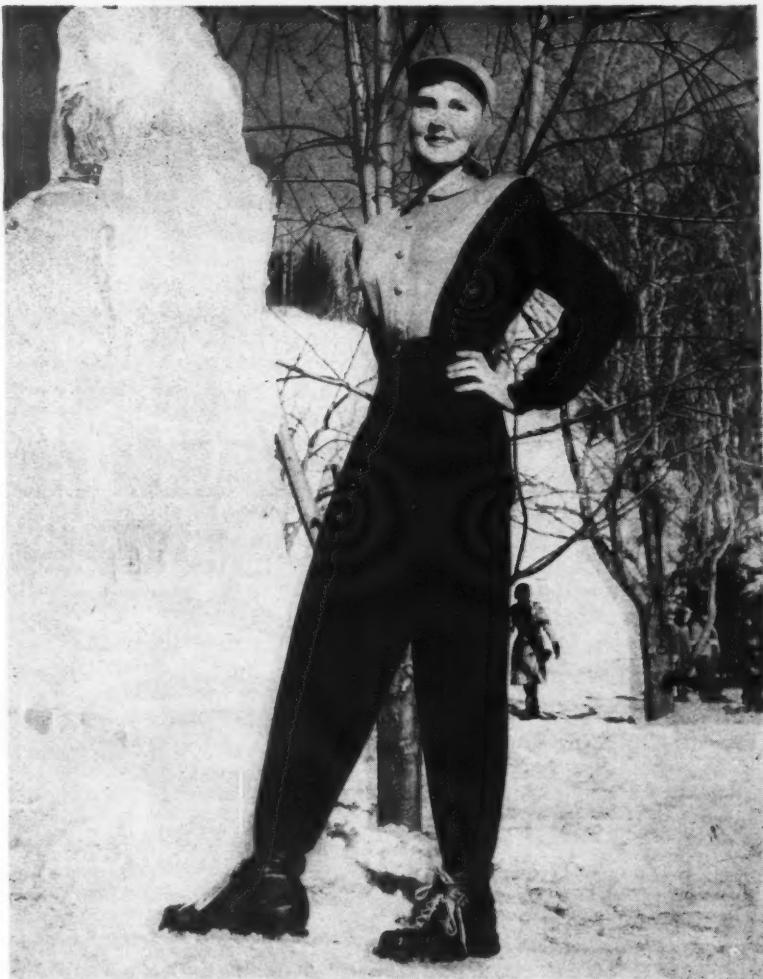
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IRVING'S "SLALOM" SUIT

Montrealer designs this in black and purple

Timberline Skiway

Eric Lundberg, Timberline Lodge, Ore., writes that the big news from the Mount Hood area this season is the "Skiway", the aerial tramway running 3.2 miles from Government Camp up through the forest to Timberline Lodge. It is expected that the first skiers will ride up the mountain by this route by about the middle of November.

The sky-coaches will carry about 40 passengers, and will save skiers the eight miles of driving, previously required to return to Timberline after running the trail.

Another development on Mount Hood is the platter-pull lift which was constructed this summer and fall. This lift is 2,000 feet long, and runs alongside the glade directly below the Lodge.

New Designs

Main emphasis this year in ski fashions will be on color, according to Irving of Montreal. Old stand-bys of navy, grey, black and beige will be used, but there will also be a lot of contrasting colors used in trim, and new shades in solid colors.

Irving is making no major changes in design, retaining the tuck-in style for ski togs. His emphasis is on functional practicality.

The Canadian designer says look for light blues, different shades of green, red, yellow, mauves and other sparkling colors in conservatively cut ski suits. He believes wool gabardine will still be the main choice.

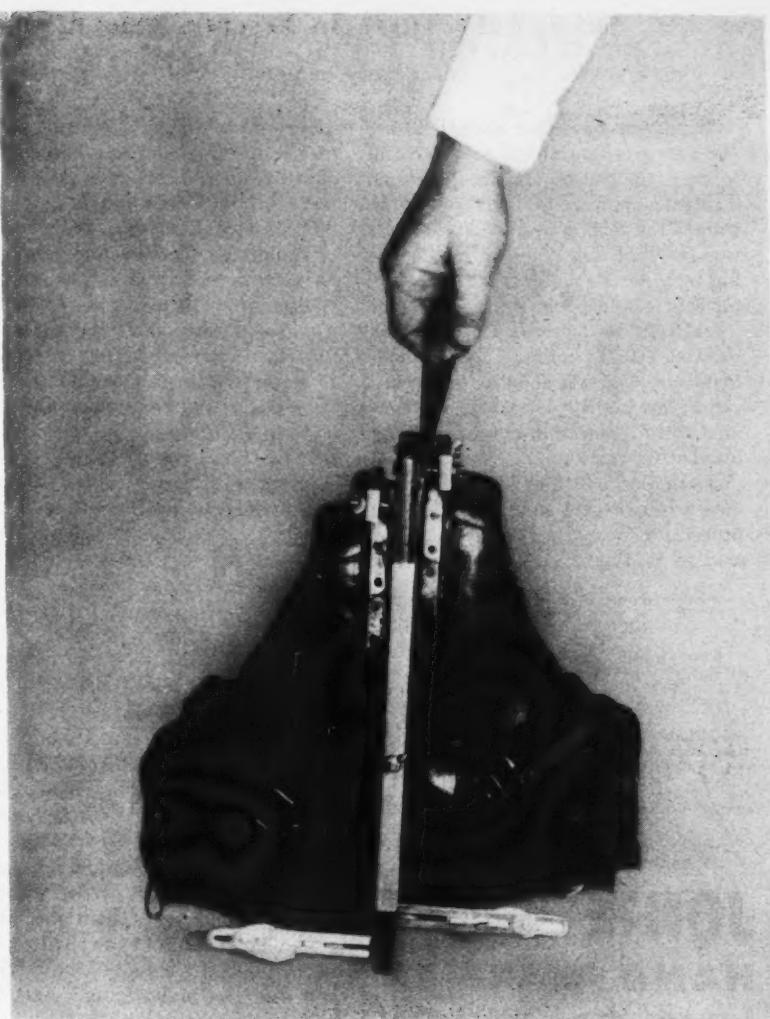
Corey Engen, Olympic team member of Utah's Engen triumvirate, is joining with Bob Strong to open a sport shop in Ogden, Utah.

Norway Jumpers

Norway has named the following skiers to the FIS jumping team which will participate in the jumping competitions at Lake Placid, N. Y., in connection with the World Championships: Asbjorn Ruud, brother of Birger Ruud, who won the first Olympic games downhill race in 1936; Petter Hugsted, Olympic jumping champion, who took the American National Jumping Crown at Salt Lake City; Vidar Linbo Hansen; George Thrane, at present a student at the State College of Washington, Pullman; Thorbjorn Falkanger, 1949 Holmenkollen winner; Arnfinn, Bergmann, Norwegian Junior champion in 1948.

Swedish ski stars elected to the squad which will compete in 1950 World Championships in Aspen in February are Sixten Isberg, 20-year-old slalom champion; Hans Hansson, who ranks among top ten slalom artists in the world; Olle Dahlman and Ake Nilsson, respective holders of downhill-slalom combined and slalom titles won in the Scandinavian skystakes at Holmenkollen, Norway, in 1948. Women named are Sarah Thomasson, 1948 Olympic team member, and Kerstin Winnberg.

Norwegian champions visiting Aspen for the World Ski Championships will include Stein Eriksen, present Norwegian National title-holder in downhill and slalom; Jack Nielsen, who ran on the heels of Barney McLean, Denver coach of the U. S. Men's 1950 Championships Team, when McLean won the International Pre-Olympic races at Pontresina, Switzerland in 1948; Guttorm Berge, 1949 Holmenkollen Combined champion; Bjarne Arentz, runner-up in Norway's 1949 National Combined; Marius Eriksen, Jr., son of Norway's celebrated ski coach and the Norwegian slalom king in 1947 and 1948. Borghild Niskin, took first place in the 1948 Pontresina slalom for women and is the current Norwegian woman champion.



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Skiers Take Turns In Rescue Attempt

(Continued from page 9)

Finally, I was close enough to see the men working at the crevasse and learned the reason for the blankets. The rescuers were taking turns at the tunnel but the spray from the falls was so great that they were all soaking wet. As the water was formed by melting snow its temperature was not more than 35 degrees. Those fellows showed terrific courage. Not a moment was lost. As soon as one could stand the cold no longer he was immediately replaced and wrapped in a blanket to warm up.

I climbed another 20 feet higher; took pictures (each time going through procedure previously described, plus cramps in thighs). Climbed another

15 feet and, fortunately, found a good excuse for not climbing higher. The spray from the falls was getting me wet and it was impossible to take pictures any closer without the danger of ruining the camera and film in it. So with my heart in my mouth and plenty of vorlage I traversed the whole of Tuckerman's Ravine in one run. Could not have taken more than 45 seconds. It was now about 4 P.M. We were convinced Schiller could not be alive. Even though he survived the fall into the ice and rocks he could not have survived the icy water that was continuously pouring over him. As the sun dropped in back of the mountain the boys gave up the search for the day. We rested again at the shelter and it was a sad bunch that climbed down the mountain to Pinkham Notch. Until now, nobody knew who the victim was. We heard that some Boston papers had the news.

Those of us whose families might be worried phoned home. About 11 P.M., Roger Frost informed Joe Dodge, the head of the camp, that his roommate, Dr. Paul Schiller had not returned.

Some reporters arrived at Pinkham Notch to get the story. When we told them it would take them probably two hours to climb to the shelter and another hour to the foot of the Ravine they said "nothing doing," and sat down in the cozy cabin and wrote the story of treacherous trails.

Just as we arrived at the shelter the rescue party arrived from the Ravine with the news that they had recovered the body.

Took pictures of rescue party. Dodge phoned for another fresh crew to bring body from top of Little Headwall. Seven boys came up. I went as far as I could and waited on right side of the Little Headwall which at this time of year is divided by roaring river which must be crossed in order to reach Ravine. The boys crossed and went up left side and disappeared in fog.

Half hour later reappeared carefully picking way down trail carrying or dragging stretcher. Took pictures on trail and crossing river. Amazing boys. Some had on only sneakers, blue jeans and sweaters. Although temperature was not cold, snow and water were. Took last picture as boys held conference how to get body through woods.

FIS Team

When the warm mists were rising from the hills and the trees hid summer picnickers, at its meeting in Saalbach the Austrian Ski Society picked the forty skiers from among whom the FIS team, which will compete at Aspen, Colorado, in February will be chosen.

The Nordic combination will be led by the Oetztaler, Josl Gstrein, the women by Erika Mahringer; the Alpine down-hill will be led by the Innsbrucker, Egon Schopf. Training was started in Schielleiten in Styria in October under the supervision of Toni Seelos and Pepi Gabl.

The team will come to the United States in early January and will compete in the North American Championships at Banff, the American Championships and the Harriman Cup Race at Sun Valley as well as in the FIS races at Aspen.

Puzzle

Crossword puzzle on Page 31 is by Harvey Clifford of Banff, Alberta. Answer to puzzle will be given next issue.

Jon-E Hand Warmer shown open in position to ignite or extinguish. Perforated cap fits over lower case when in use.

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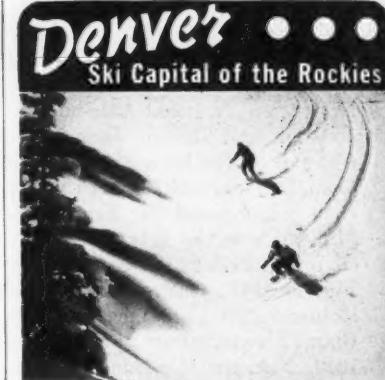
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Less Known Resorts Offer Advantages

In ski resorts, decreased accessibility may mean increased fun. Don't take that as a rule of thumb, but as an idea—a possibility.

A case in point is West Yellowstone, Montana. Groups journeying there last winter to try out the new chairlift were uniformly enthusiastic. The runs, except when one is willing to add some climbing to the chairlift ride, are not so long and steep as to tax the expert, but are ideal for average and family skiing—especially in the light powder snow prevalent in this region from November till late spring.

The fact that West Yellowstone is not as accessible as some of the better known resorts also means that there is less waiting at the lift. It may also mean that the prices for lodging and food are below average. In fact, the members of one Midwestern ski club, which had made a special group rate reservation at the Stagecoach Inn, at first turned back at the entrance because they simply couldn't believe that such plushy luxury was to be theirs for such a low price.

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Courses Marked For Aspen Races

Downhill and slalom racing courses to be used in the 1950 World Ski Championships at Aspen, Colorado, February 13-18 are complete, Leonard Woods, executive secretary of the Colorado Alpine races has announced.

The courses at Aspen were designed by Dick Durrance, world-famous downhill skier. Durrance also supervised their construction.

Courses not only meet stringent racing requirements of the FIS but also provide maximum vantage points for spectators, Woods said. The Men's Downhill run has been newly cut from slightly above Midway, half-way mark on Aspen's two-mountain chairlift. This new FIS course streaks down the east side of Aspen Mountain to join the North American trail coming out of Tourtelotte Park. Continuing down tight Spar Gulch to swing out on a newly graded road, the Championships run falls into the steep finish of the North American.

The Women's Downhill race will be set on Silver Queen trail and will also finish on the North American.

Magnifico cut-off, now doubled in width as a result of clearance and grading, will be scene of all the slalom events. The slalom races will be run first four days of Championships Week, under a new ruling by the FIS Council at its meeting in Oslo, Norway, last May.

Photograph shows No. 1, Men's Downhill run, coming from top of Aspen Mountain to wind up on the famous North American run; Course 2 is the Women's Downhill on the Silver Queen trail and Course 3 will be used for all Men's and Women's slalom events.

Snow Report

A new snow condition reporting system for eastern ski areas has been accepted by a New England-wide group. Paul Kutschener, New England weather bureau head, announced the changes at a recent meeting of the New England Council winter sports conference.

There will be 30 reporting stations, instead of the 60 last year. These stations, which were chosen on a combined basis of daily operation, patronage, dependable snow and strategic location, will report twice a day, thus servicing both morning and afternoon papers.



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Binding Tips For Tyro

By H. P. HENRY

"What sort of bindings should I use? I saw some for \$2.95. They had leather straps and didn't look as dangerous as those steel cable ones which were more than twice the price."

It depends upon what sort of skiing our friend proposes to do. For a little gentle sliding on the back lawn or down a local field on one or two Sunday afternoons in the winter, the leather strap type is probably adequate, but if the questioner intends to go to a ski development, however small, it is essential that a cable binding should be used.

Cable bindings provide much greater rigidity between the boot and the ski, and this, strange as it may seem, makes things safer. If the boots can move sideways on the ski it does not, as some people imagine, provide a margin of safety against twisting the ankle or leg but, on the contrary, it makes control of the ski more difficult, consequently the beginner is more likely to fall, and it is the falls that cause injuries. People very rarely get hurt standing up on skis.

Heel Firm

The strap type binding allows the heel to rise freely whereas a properly arranged cable binding, with the hooks set back three or four inches behind the toe irons, places some restriction on the movement of the heel. It is desirable that even absolute beginners should get used to this feeling of having the heel held down. At the same time, the hold down force should not be too great, until there has been time to develop more strength in the back of the leg and the Achilles tendon, as otherwise sprains may result. Perhaps the most important function of this "heel down" force is to provide the skier with some fore and aft stability and to prevent him pitching on his nose at the slightest bump. Even a slight "heels down" load gives the beginner some confidence and makes it possible for an instructor to start trying to get the pupil's weight forward. So if our friend, the tyro, is even remotely thinking of going somewhere where there is a ski tow, let alone having lessons, he should have his skis fitted with cable bindings.



Milton Hogle, well-known Soda Springs resident, has become the owner of Crampton's Lodge and Store on Highway 40 in California.

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JASPER IN QUEBEC was headquarters for the French Olympic Ski Team in March 1949 and of the famous Canadian Ski School in 1948

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Ski Movies

Try Armchair Skiing With Rented Films

Ski clubs, hotels, schools, chambers of commerce have a large number of ski films from which to choose when planning entertainment for groups. Films range from short "featurettes" lasting ten minutes to full-length films complete with music and commentary. Ski enthusiasts sit happily through an hour-and-a-half ski film — something unique in any sports photography. The following are some of the films available to interested groups.

Renoht Pictures, of Manchester, Vt., have a large library of ski films, most of which are produced and directed by Hans Thorner. *A Rhapsody of Skiing* is a 50-minute film with music score and narration consisting of the following: *Skyward on Skis*, narrated by Lowell Thomas, *Parsenn Symphony*, and *The 1948 Winter Olympics*, an hour-and-three-quarters film. For rental information write Renoht Pictures, Box 645, Manchester, Vt.

Dick Durrance Films, Incorporated, have no rental service at all, but make films by contract. A Durrance film made for the Aspen Company entitled *Aspen in Winter* is available free of charge from the publicity office of the Aspen Company, Aspen, Colo.

Telefilm, Incorporated, have four films available for rental, including *Ski Pros' Holiday*, which, according to director Luggi Foeger, provides 16 minutes of satisfying armchair skiing. These films are available through Telefilm, Incorporated, 6039 Hollywood Boulevard, Hollywood 28, Calif.

Festival Honors

Union Pacific Railroad Company's *Spring Ski Chase* is a Sun Valley ski film. It won top honors at the First International Film Festival at Cortina, Italy. For further information, write Union Pacific Railroad Company, 1416 Dodge Street, Omaha 2, Neb.

A. F. Films, Incorporated, 1600 Broadway, New York 19, handle distribution of the French ski film, *Ski de France*. This film discusses the French technique, with Allais as one of the demonstrators. Lasting 20

minutes, the film is \$8.00 for rental, \$70.00 for sale.

Dr. Frank Howard, ski movie maker of San Rafael, California, is busily shooting a picture for the Squaw Valley Development Corporation. Dr. Howard made an advertising film for Marjorie Benedikter, ski fashion designer, during the past season. In the cutting and editing stage is another Howard film on ski technique and the different methods.

U. S. Eastern Amateur Ski Association supplies 16 mm. Ski films at a charge of \$2.00 plus transportation fees to and from destination. Some of these films are mentioned elsewhere in this article under the names of the producers. For information, write Room 302, 1416 Mass. Avenue, Cambridge, Mass.

Austria Film

Austrian State Tourist Department has one ski film available, called *Hannes Schneider Ski Race*. The distributors say that reservations should be made as far in advance as possible, and should be made with the Austrian State Tourist Department, 48 East 48 St., New York 17.

Five prints of *Ski Vermont* are available for free showing by clubs and civic groups. The film lasts 17 minutes, is 16 mm., sound and color. It is available through the State of Vermont Development Commission, Montpelier, Vt.

A film on Norwegian skiing is distributed by the Films of the Nations, Incorporated, 55 West 45 St., New York 19. The film, which is called *The Classic of Skiing* has a service charge of \$3.00 for a single day.

Toni Fowler, Southern Californian lensman, has been putting the finishing touches on his *Skifari*, a film on skiing in the West. Write the Los Angeles Junior Chamber of Commerce for further information.

Jay Pictures

John and Lois Jay continue to make ski films, and have recently been in Chile, recording Andean slopes and skiers. Included in their extensive ski film library are *Skis Over Europe* and *Singing Skis*. As director of athletics at Williams College, John Jay is showing on a limited personal appearance only basis. For information, write John and Lois Jay, Williamstown, Mass.

A new full length color ski film, work of producer Frank Scofield, Canadian skiing ace, and one-time president of the Canadian Ski Instructors' Alliance, is called "Allo Henri".

As the title suggests, Henri Oreiller, Olympic downhill champion, is one of the main features of the film. He is seen with his fellow French stars competing against the U. S. and Canadian teams at Aspen, Mont Tremblant, and Sun Valley. Oreiller is also seen demonstrating his new "competition turn".

There is also a sequence on the making of hand-made ski boots, and on the latest ski fashions. There are scenes of resorts from Mont Tremblant to Sun Valley, and shots of high altitude skiing in the Canadian Rockies.

Information regarding this film may be secured by writing Frank Scofield, Films, Box 207, Ste. Adele, Quebec, Canada.

The Pathescope Company, 438 Stuart Street, Boston 16, Mass., also has a large rental library of ski films that may be obtained at nominal cost.

Victor Coty, of Stowe, Vt. is featuring a color ski film called *Wooden Wings*. This film covers a number of eastern and western resorts, and has shots of many prominent ski personalities. This film is not available for rental, shown only with personal appearance.



The Austrian Ski Championship Races scheduled for Bad Aussee, February 6-12, 1950 and the West Cup Westenpokalen Races on January 8 to take place at Lech-am-Arlberg, on the famed Rennpiste run from the Kriegerhorn to Lech will probably attract some of the world's fastest, most skilled runners. The latter race is regarded as a world rehearsal for the FIS competitions.

The Salzburg ski meets are scheduled for Hofgastein, January 28 and 29 where the Nordic combinations will be run and for February 6 to 8 at Badgastein which will have the Alpine combinations as well as other winter sport events.

Likes Boots

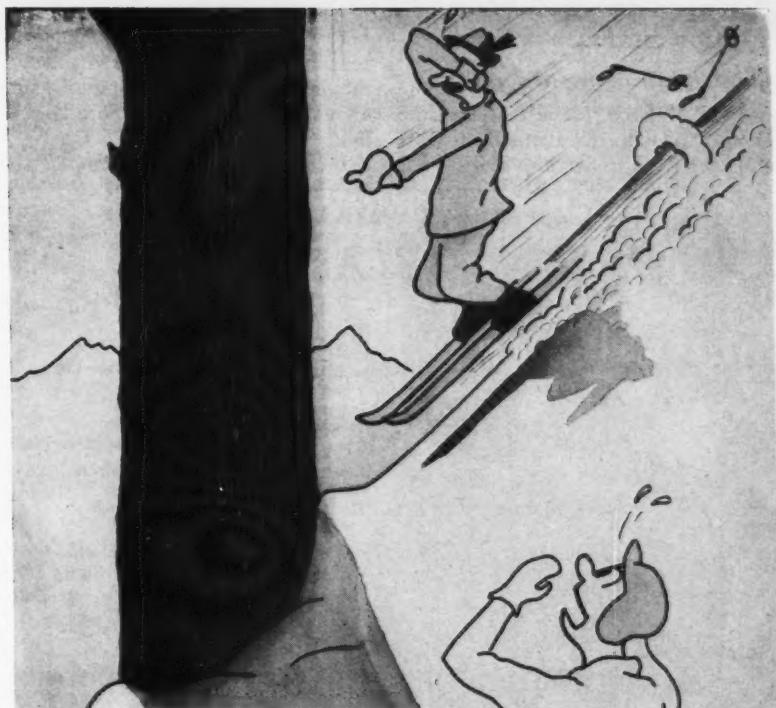
Barney McLean, ex-U. S. Olympic team captain, is introducing to American skiers this season Switzerland's well-known ski boot, the Henke.

"More Henke boots are sold in Switzerland than any other kind," says McLean, "and for good reason. It is soundly designed and constructed. I am particularly pleased with the way the Henke fits the foot and makes the ski and the foot almost a single unit."

Cobblers of California name their new after-ski booties "Cocktail Christie" and "Horsekick," and the articles are as intriguing as the names. Made to fit over heavy socks the booties are worn driving to and from the slopes, lounging, square-dancing, trekking about the village, and according to Cobblers, months later can be used for camping. The booties are in many gay colors in hairfelt, or in non-scuff cowhide, lined and with crepe rubber platforms and soles.

At the height of the heat wave this summer, with the temperature in the nineties, E. D. Eaton, prominent Connecticut skier, had a snow bank to play with. Snow came from refrigerating pipes, was used to test results of an airplane propeller hitting a snow-drift.

Baker Ferguson, Pacific Northwest Ski Association president, and Jean Thornton, were married at Walla Walla, Washington, this past summer.



"Stem! Hans! Stem!"

Reeves Byrd Cloth inspires new ski fashions

Featherweight cotton Byrd Cloth lends itself to exciting fashions . . . keeps you warm, dry, comfortable . . . repels cold, wind, snow, yet allows chilling body moisture to escape. Famous ski champion and designer Georgette Tholiere features Byrd Cloth in this Dormer jacket, white, black, grey, navy, red; small, medium, large, about \$25. Cap, about \$8.00. At Carson, Pirie & Scott, Chicago; Hudson's, Detroit; and other fine stores.



REEVES BROTHERS, INC.

54 Worth Street, New York 13, N.Y.

Fiction Story

(Continued from Page 10)

ber One did too, for in far less time than it takes to tell about it, his skis shot out from under him and he fell

backward. His forward momentum sent him rolling over the snow luckily missing a tree and he came to a stop about thirty feet from where he first fell.

It was the consensus among the

contestants that Number One had spilled because he unexpectedly hit a patch of ice or a short sharp drop. The first man to run the race always has this handicap. Chuck Miller hoped that Number One would get back up the hill so that he could ask him what caused the spill.

"Miller on deck."

Chuck maneuvered on his skis up to the starting line. If he experienced any emotion at all it was a determination to succeed, to reach that finish line without spilling. He set his skis in position, and dug his ski poles into the snow so that he could get the full benefit of his six feet of 200 pounds against them on the word "Go."

The starter's flag went up. Chuck's fists tightened around his ski pole grips.

"Four!"

Silently he cautioned himself: "Remember, ride low, the lower the center of gravity the less chance of falling . . . reduces wind resistance . . . increases speed. To hell with speed!"

"Three!"

"Keep legs apart . . . more so than usual. The wider apart the less chance of being thrown off balance sideways."

"Two!"

"Keep one ski a little ahead of the other . . . helps balance forward and backward."

"One!"

"Don't stare at the tree just ahead! Keep eyes on course!"

"Go!"

Chuck lurched forward pitting all his strength and agility against his ski poles so that he virtually vaulted over the edge of the hill. He righted himself at once and crouched into a low, safe position. He could feel the rapidly increasing speed of the downward descent as his body, head first, tore through the cold mountain air and the white duck square flapped madly against his back.

He was moving too fast to try to make out what was just ahead. And even if he did see anything, it would be too late to avoid it. But this steepest part of the hill was not so hazardous since the other racers had run it without any trouble. He went past trees on either side so fast that they looked like a continuous dull brown wall.

Now he was at the bottom of the steep slope. He did not raise his body or relax, but did caution himself: "Steady now, look out for bumps and

(Continued on Page 27)

SKI-TAILORED BY GREEN MOUNTAIN CRAFTSMEN

SLALOM
SKI WEAR ADDS *Color*
TO THE SLOPES!!!

the latest in SKI WEAR styles . . . the newest gay, fascinating colors. Designed for Action, Comfort, and Smartness of 100% DuPont NYLON Taffeta by Cheney. The perfect gift item for ski enthusiasts of any age.

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NEVER DISAPPOINTS

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Dealer or Write:
HURLIMANN & CO. Inc.
(Wadenswil, Switzerland) U.S. Branch: Burlington, Vermont

(Continued from Page 26)

ice patches. Shift the weight over on the right leg a little to maneuver a long turn to the left. Watch those trees ahead now." The first bump. It was almost like a jump as he skied on air for about ten feet. "Steady." Another bump and an ice patch followed immediately by soft melting snow. It felt as though somebody had grabbed him by the ankles. Chuck lurched forward and would have fallen full on his face, but in the split second offered between remaining upright and falling he instinctively reacted, shifting his weight correctly but not gracefully and continued on the course.

That instinctive reaction during a split second was the difference be-

tween finishing and not finishing. The rest of the hill was comparatively simple and Chuck breezed across the finish line relieved that he made it, but not especially proud of the achievement or his questionable judgment in undertaking it. What's more he didn't feel any younger. No, indeed, he felt years older — and very tired.

New Jackets Boston Feature

Sun Valley Manufacturing Company of Boston again features nylon blizzard cloth jackets for skiing.

Jackets are designed for style and are practical and longwearing, L. A. Russfield, president of the firm, reports. He adds that for the office girl who wants to budget on her wardrobe the jackets can be used also as golf togs or for other outdoor sports. Their year-round usefulness is a popular feature for feminine skiers who also like other sports. Many men's styles are also being shown this year. Photograph of jackets is on page 29.

Sun Valley Manufacturing Company reports many features such as strength of seams and durability of cloth are checked on all garments leaving the factory.

Supporting Anklet

Tyrol, of Montreal, Canada, announces a new anklet called Tyrol's Tenderfoot Anklet. Made of porous foam rubber, the anklet is a combination of ankle padding and support. It is fitted with an elastic bandage.

All Ski

All around the city are practice jumps. I visited an inter-school meet on Ullevålseter hill, a 45-minute langlauf from my back door. There were 400 entrants, ranging in age from 10 to 15 years old. On a nearby 20-meter practice hill, "juniors" of 6 and 7 were emulating their elder brothers.

From the nature of my sedentary work, I am a thoroughgoing ski-lift man. To me, half the fun of skiing at Aspen is that marvelous, silent ride up through the avenue of evergreens to the Sundek. But in all honesty, skiing in Norway is fun too.

In some respects Norwegian critics are not just being bigoted in terming our ski lift practice hills "three ring circuses." A moral sense within tells me that our up-and-down craze is being overdone. But that same moral sense compels me to admit that I can have more darned fun riding the Arapahoe Basin chair lift on a Saturday afternoon in January than I can ski-touring Norway's mountains from the North Cape to the Telemark.

Robin Howie, well known Michigan ski instructor, will give free ski instruction every Saturday morning to the youngsters of the West Branch, Michigan, schools. Helped by a twelve man National Ski Patrol, the lessons are held at the Ogema Hills area.



Smart matched plaids for you and yours... six authentic tartans to choose from... 9½-oz. 100% new wool. High style on the trail... fine for casual comfort back at the lodge. Matching solid colors and heavier-weight buffalos, too.

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of the Mountain on the tag
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A PLASTIC SKI SOLE

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Easy to apply. Holds lacquers and waxes well.

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BURLINGTON • VERMONT

Eaton Wins Presidency At Tense Placid Meeting

Fireworks were expected during the election of officers for the U. S. Eastern Amateur Ski Association. Douglas Burckett, of Cambridge, Mass., who had been president of the association for two years, was facing an opposition — a situation without precedent in the history of the U.S.E.A.S.A.

In the tense atmosphere of the Lake Placid meeting Burckett provided the surprise move of the day when he said he would rather resign from office than "create a lack of unity within the organization." This meant that the opposition slate, headed by Edwin Eaton, of Hartford, Conn., was assured of approval.

Other new officers approved by the delegates are Larry Briggs of Amherst, Mass. and John Holden of Putney, Vt., vice presidents; George Macomber of Newton, Mass., secretary; Rockwell Stephens of Cambridge, Mass., treasurer.

The directors are George Earle, John Maclane, Joseph Jones, William Nesbitt, John J. Claire, W. J. Alberts, and Harry W. Voege.

Top Andean Skiers In Chile Contests

By PATRICIA AFFEL

September, 1949. Heat wave hangs over U. S.; snow falls in the Andes. While you sweltered, we skied. It is the eighth of September and the scene is set. Top skiers from Argentine, Bolivia and Chile converge on Portillo, that famous Andean paradise; excitement mounts as the maestro, Emile Allais with his instructors, Rene Rionda and Rene Ravoir, set the course for the first race: el Slalom Gigante.

There are five days ahead for South American skiers. The 14th National Championship of Chile is to be combined this year with the first South American competition organized by the FIS. Three days of this, followed by the eighth running of the cherished "Kandahar de los Andes".

The Argentine team of four men and two girls is formidable, containing Otto Jung who won the Chilean Nationals last year, and Hilda Mulazzi, winner of the women's Kandahar in Bariloche last year. (Barney McLean won the men's title.) Bolivia sends a young, but scrappy team, trained on 18,000 foot slopes at Chacaltaya. And Chile, having watched its National titles grabbed out from under its nose for several years now, hopes to show it was just a temporary lapse. About 25 Chileans, men and women, have signed up, but all eyes are focused on the top four or five who have been training with Emile Allais.

Will they come through and prove that Chile is still the most important ski country south of the equator?

* * *

Three beautiful, sunny days. Three well-run events on a light covering of spring snow!

As the results rolled in for the National-International Race, the top names were repeated. First it was Sergio Navarrete, Eugenio Errazuriz, Arturo Hammersley, Hernan Oelckers, all Chileans, in that order in the Giant Slalom; then the same four heading the list for the Downhill with Errazuriz nosing out Navarrete for first honors. In the Special Slalom Hernan Oelckers was top man with Errazuriz second, Hammersley fourth and an Argentine, Rosenkjer, sneaking into third place. Chile was sweeping the Championships and deserved the loud 'bravos' they received. Everyone wondered whether they

could hold off the Argentines, who were just becoming accustomed to the altitude, in the Kandahar.

The women had only two events in the National-International Competition. The Argentine, Hilda Mulazzi, placed first in the Downhill and her teammate, second. *Priscilla Affel of the U. S. who is spending her third year in Chile, arrived only in time for the Slalom and took first place in that event.*

Two Day Event

The "Kandahar de los Andes" is always a two-event two-day meet with results combined. Argentina and Chile play host in alternate years. Again the Chilean men dominated the field, winning the first six places of the Combined. Eugenio Errazuriz hurtled down the 3-mile downhill course, clocked at better than a mile a minute, and won by only one second over Arturo Hammersley. By taking third place in the Slalom he won the Combined title. Arturo placed fifth in the slalom and second in the Combined. Hernan Oelckers, who again showed his superiority in slalom, won that event and third place in the Combined. Among the women, Priscilla Affel successfully defended her 1947 title by coming out on top in both events. Herminia de Thevenoz, recently arrived in Chile from France, placed second.

Cups and pins were presented, hearty 'embrazos' given and received, but most bouquets were tossed at the man responsible for improving the caliber of Chilean skiing, for training the top Chileans so well, for setting such excellent race courses — Emile Allais. As a tribute to him, the Chilean team presented him with their winning cup and a loud 'Muchas gracias, Emile!'

NEW LIFTS IN CHILE

The 1949 ski season in Chile saw the inauguration of three new T-bar lifts and construction started on a chair-lift. One of the T-bars was set up at a new region near Osorno in the south whose boosters claim the best potential ski area in Chile. Another, the longest, was really built at the end of last season at Volcan Llaima also in the south. The third, and most popular because it is within a few hours of Santiago, is located at Farellones.

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Snow Shelter

By ROBERT M. ORMES

Skiers who like to make long cross country treks should master the technique of emergency shelter building, just in case. In moderate weather, a good shelter made out of snow can be a comfortable substitute for a tent; in severe weather it can be the difference between life and death.

Where there is timber, the best shelter is a snow cave. It starts with a hole in the snow, about seven feet long, which is dug and tramped to a depth of three or four feet. The hole is floored with material from the forest. For this purpose, evergreen boughs are by far the best, but when there are none, a mat of twigs will do.

Thick Lining

This lining must be thick, so that the sleepers' weight will not force all of it down into the snow.

Snow, though it is the main insulation of the cave, should be kept away from sleeping bags, especially the undersides, where there is a chance of its being melted. Next, the sleeping bags are rolled out on the flooring and protected from the foot and the sides of the hole by more boughs.

The cave is given a skeleton roofing of light logs or saplings. They are stretched across close enough to support a good-sized mound of smaller stuff on top. The roof frame is pressed down several inches below the surface of the surrounding snow.

For the mound that is laid over this frame work, boughs are again the best thing to use, because of their tightness as matting. It is important to keep snow from sifting through to the beds, especially if the temperature is warm enough to let it melt there.

The final process is that of putting snow on top. A blanket of snow, eight inches or more thick, insulates against both wind and raw temperatures that often occur late at night.

Small Opening

Opening should be a small one at the head end. It should be provided with a stack of boughs that can be pulled in afterwards as a door.

The Army, which teaches building of this type of shelter in its mountain and winter warfare training program at Camp Hale, has also experimented above timberline with a snow house similar to the Eskimo's igloo.



SLOPE FASHIONS
San Valley of Boston makes jackets

RACE
your favorite
slope!



FREE

From North Conway to Sun Valley and Yosemite, Champions are setting records on Northland Skis. In the last Winter Olympics Northlands were used by skiers of five nations, and Northlands will figure most prominently in the 1950 F.I.S. World Championships at Aspen, Colorado.

Own Northlands, give Northlands. They are the internationally famous skis that offer the latest in designs, the finest in craftsmanship and a choice of models to meet today's advanced skiing techniques.

Write for the famous Northland Ski Manual, edited by Hannes Schneider, father of modern ski technique. (Offer does not apply in Canada).

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NORTHLAND SKIS

All-Air Ski Vacations For '50

Two airlines have announced a joint plan to bring skiing enthusiasts to the Pikes Peak region, as part of a "all-air vacation jaunt" which would also include visits to such places as Denver, Santa Fe and Taos, New Mexico.

But since the three other places have no snow to speak of, even in winter, the all-air vacationists will be flown to the cool confines of the Pikes Peak region, to whizz down the slopes and trails of the Pikes Peak hinterland—specifically the Elk Park ski area and trails leading from it into the deep canyons, where guest ski ranches await the visitors with warm food and drink.

The all-air ski vacations are not slated to start until May, 1950, at which time there still is some skiing going on at the higher altitudes near Colorado Springs. But it is in the following winter that the air ski vacations are expected to get underway in a big scale.

Colorado Springs will become the focal point of all-air coast to coast

tours, sponsored by United Air Lines and Continental Air Lines, William Lennox, traffic manager in Colorado Springs for Continental announced.

Two Lines

Travelers from coast to coast will be given the opportunity beginning in May of visiting the Pikes Peak region as part of all-air vacation jaunts which will also take place in Taos and Santa Fe, New Mexico, he said.

Under arrangements drawn up by the two air line companies, travelers to the Rocky Mountain area will fly, via United, to Denver where they will transfer to Continental Air Line planes to continue the trip to Santa Fe and Taos.

The travelers will spend three days and four nights in the New Mexico cities, and then return to Colorado Springs for four days and three nights in Colorado Springs.

Possibilities of the all-air tours being made year-round affairs hinges on the development of winter sports in the Pikes Peak region.

Salaams Northward Make Ulla Smile

By DAN COUGHLIN

Up near the Canadian border in northern Washington State, the ancient sport of skiing has taken on a new twist—or an old custom has been renewed.

"Prayer" is directed to Ulla, legendary snow-god of ancient song and story.

Skiers of the area twice have held ceremonies of "prayer" to Ulla. Both times immediate success has been reported, for both times it has snowed, long and hard.

(The god is supposed to insure deep snow and a long winter.)

The ceremony was held for the first time last year. On October 8, this year, the second ceremony was held.

It began early in the evening. In the Mount Baker version there is a certain amount of fellowship and drinking of coke and coffee that must be endured before the ceremony is attempted.

When the evening is dark and the witching hour grows near, participating skiers repair to the top of the ski tow at nearby Austin Pass.

There, it seems, "sanctified" skis and poles are burned.

("Sanctified" skis and poles are those broken while skiing.)

When the fire is at its height, the skiers salaam in a northerly direction, asking for a good snowfall.

It's an international ceremony, too, for not only skiers from the United States, but Canadians and Norwegians also are involved.

Dick Brunswig, of the Mount Baker Ski Patrol, and Mary Lou La Chapelle, secretary of the patrol, took a leading part in this year's ceremony.

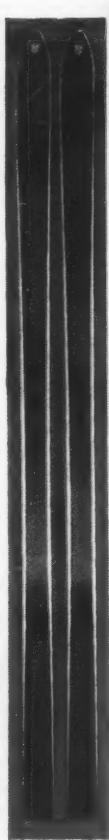
Most of those involved were members of the Mount Baker Ski Club, a live-wire group to be sure.

And believe it or not, you scoffers, the snow which fell following last year's "prayers" was recorded as one of the heaviest in several seasons at the mountain.

To add a clincher, while the ceremony was underway this year—you guessed it, snow fell. It fell, and fell and fell.

Ulla laughed . . .

There are four hotels in Santa Fe to accommodate skiers.

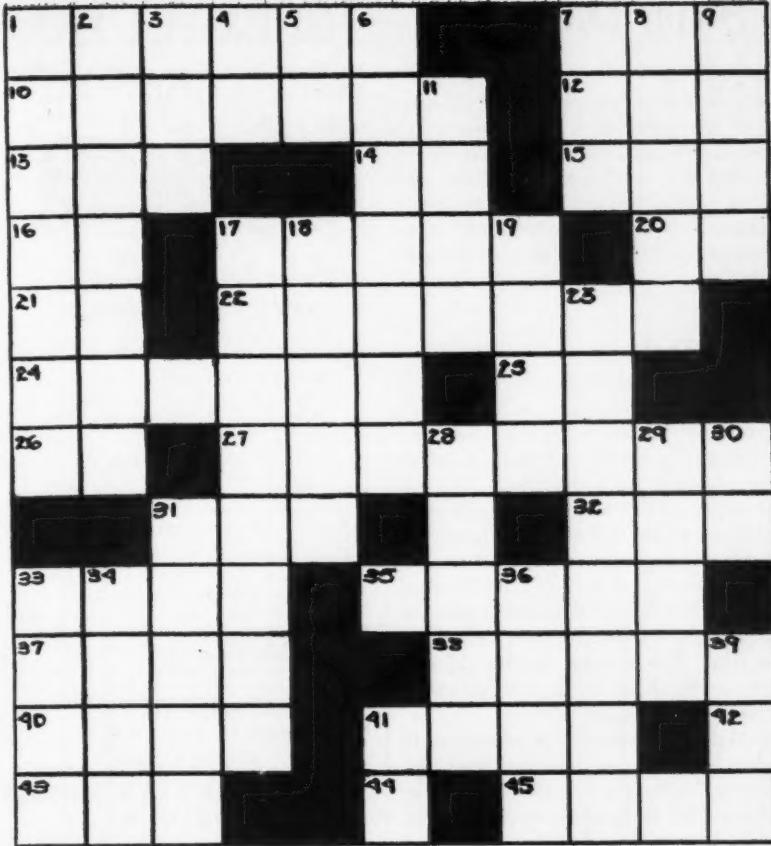


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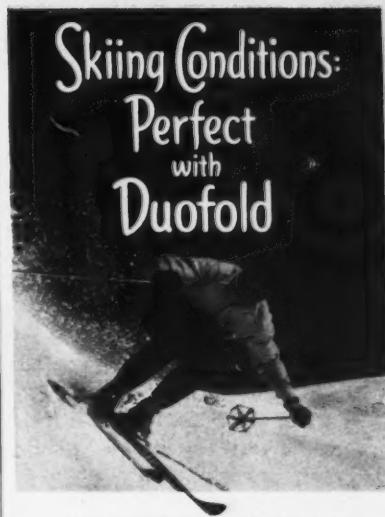


ACROSS

1. Ski competition through flags.
7. Eastern snow.
10. North star.
12. Toni's surname less one letter.
13. Female sheep.
14. Continent (Abbrev.)
15. Professional. (Abbrev.)
16. Late actress's initials.
17. Skunk's protection.
20. Royal Navy.
21. Non-skiing state. (Abbrev.)
22. Previously.
24. 1949 National Ladies Champ.
25. Girl's nickname.
26. Lord (Abbrev.)
27. Ski technique (Poss.)
31. Inquire.
32. Sun Valley Room.
33. Passably.
35. Initial of ski resorts.
37. Past tense of keep.
38. Site of 1950 North American Championships.
40. Opinion.
41. Society to Eliminate Lengthy Crosswords (Abbrev.)
42. Traffic sign for turning car.
43. Newspaper at Sun Valley.
44. For victory.
45. Barney's last name minus the "Mc."

DOWN

1. Type of slalom won by Gretchen Fraser in Olympics.
2. Opposite of mountain.
3. It goes good after a day of skiing.
4. California city. (Abbrev.)
5. A conjunction.
6. Part of name of new ski area in California. Also found in the earth.
7. Little devil.
8. To transport.
9. English college.
11. Conventional people think ski racers aren't.
17. Town in Florida.
18. Office worker.
19. Story.
23. American racer, pre-war.
28. To influence a person.
29. An ordeal.
30. Sergeant Major.
31. Site of 1950 World Ski Championships.
33. Northland and Groswald make them.
34. Office of Eastern Downhillers Union. (Abbrev.)
36. Austrian ski star in Olympics.
39. Enjoyment.
41. Western ski resort. (Abbrev.)



Nelson Bennett, head of The Ski Patrol at Sun Valley, Idaho. And, head of your list to perfect your skiing form...to heighten skiing pleasure, plan on...

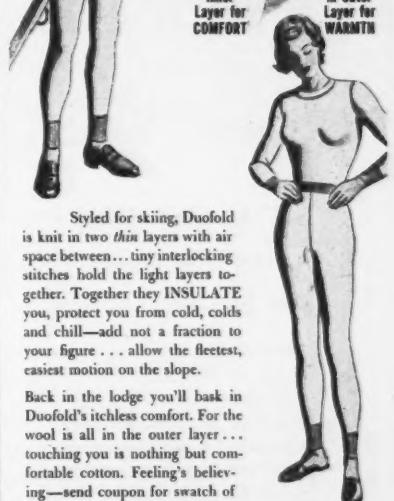
**the right parka
the right ski pants**

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WOOL
in Outer
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Styled for skiing, Duofold is knit in two *thin* layers with air space between...tiny interlocking stitches hold the light layers together. Together they INSULATE you, protect you from cold, colds and chill—add not a fraction to your figure...allow the fleetest, easiest motion on the slope.

Back in the lodge you'll bask in Duofold's itchless comfort. For the wool is all in the outer layer...touching you is nothing but comfortable cotton. Feeling's believing—send coupon for swatch of Duofold's Ski Fabric.

Garments available in SUN VALLEY RED, also in white.

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Please send me details on Duofold Ski Underwear
and an actual swatch of Duofold fabric.

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Address _____

P.S. See Duofold in women's skating briefs and underwear for men, women and children.

Don't Wax My Skis, Darling!

By H. P. HENRY

"Oh, don't wax my skis, darling, they will go too fast," we hear the snow bunny tell her boy friend. She doesn't realize that skis that are running, as she thinks "too fast," are a lot easier to ski on than those that are running "too slowly." Skis which stick and move jerkily are most dis-

concerting and, as what the engineers call the coefficient of friction, but what is sometimes more expressively called the coefficient of stiction, between wood and wet snow is extremely high, it is necessary to apply some intermediate surface between the skis and the snow to provide satisfactory sliding.

SAKS FIFTH AVENUE

at Rockefeller Center, New York



S. F.A.'s SKI SHOPS are first resort for Ski Enthusiasts

The shops are brimming with: Irving of Montreal's magnificent Saks exclusive ski suits. Marjorie Benedikter's suits, separates, parkas, anaracs and marvelous hand-knit sweaters you'll also find nowhere else. Smedley English underwear, Norwegian socks, famous-name boots, both domestic and imported. Nylon parkas, thickly lined station wagon coats, belts, belt-bags, shells and, of course, the finest skis to be had. Everything for men and women in the S.F.A. Ski Shops.

What Wax?

Except on sheet ice one just can't ski on bare wood and so it is necessary to apply lacquer or a wax and the question is which or what. A lot of people talk learnedly about the advantages of this or that wax or lacquer but we would say that, as far as the average beginner or even intermediate skier is concerned, there is very little difference in the speed or running qualities of most lacquers. Even by putting one lacquer on one ski and one on the other it is impossible to tell differences in slideability.

Main differences lie in resistance to abrasion, that is, wearing qualities, and the adhesion — does it flake off or doesn't it? Both of these characteristics are very much affected, in any lacquer, by the preparation of the surface before application, the number and thicknesses of coats and other factors. Advice for the beginner is get a tin of lacquer of a well-known make and put it on according to the instructions before the skis are used and the wood gets water soaked or coated with wax.

With a good lacquer job, waxing is unnecessary in nine cases out of ten. The one case is in wet, sticky snow where paraffin, or candle wax, is just about the best thing. Like lacquers, most ordinary downhill waxes do not differ a great deal in speed, certainly not enough to show up in anything except the most exact tests, and then only under the most suitable snow conditions.



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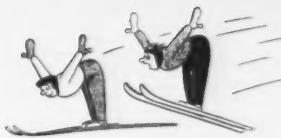
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